

Coast Guard, DHS

§ 169.608

provide complete isolation of the system from the protected space or spaces, making it impossible for carbon dioxide to discharge in the event of equipment failure during maintenance.

(c) The lockout valve design or locking mechanism must make it obvious whether the valve is open or closed.

(d) A valve is considered a lockout valve if it has a hasp or other means of attachment to which, or through which, a lock can be affixed, or it has a locking mechanism built into it.

(e) The master or person-in-charge must ensure that the valve is locked open at all times, except while maintenance is being performed on the extinguishing system, when the valve must be locked in the closed position.

(f) Lockout valves added to existing systems must be approved by the Commandant as part of the installed system.

[USCG-2006-24797, 77 FR 33890, June 7, 2012]

§ 169.571 Odorizing units.

Each carbon dioxide extinguishing system installed or altered after July 9, 2013, must have an approved odorizing unit to produce the scent of wintergreen, the detection of which will serve as an indication that carbon dioxide gas is present in a protected area and any other area into which the carbon dioxide may migrate. "Altered" means modified or refurbished beyond the maintenance required by the manufacturer's design, installation, operation and maintenance manual.

[USCG-2006-24797, 77 FR 33890, June 7, 2012]

Subpart 169.600—Machinery and Electrical

§ 169.601 General.

(a) The regulations in this subpart contain requirements for the design, construction and installation of machinery on sailing school vessels.

(b) Machinery must be suitable in type and design for the purpose intended. Installations of an unusual type and those not addressed by this subpart are subject to the applicable regulations in Subchapter F (Marine Engineering) and Subchapter J (Electrical Engineering) of this chapter.

(c) The use of liquefied inflammable gases, such as propane, methane, butane, etc., as fuel, except for cooking purposes, is prohibited.

INTERNAL COMBUSTION ENGINE INSTALLATIONS

§ 169.605 General.

(a) Generators, starting motors, and other spark producing devices must be mounted as high above the bilges as practicable.

(b) Gages to indicate engine cooling water temperature, exhaust cooling water temperature and engine lubricating oil pressure must be provided and located in plain view.

(c) All electrical components of the engine must be protected in accordance with §183.410 of Title 33, Code of Federal Regulations to prevent ignition of flammable vapors.

§ 169.607 Keel cooler installations.

(a) Except as provided in this section, keel cooler installations must meet the requirements of §56.50-96 of this chapter.

(b) Approved metallic flexible connections may be located below the deepest load waterline if the system is a closed loop below the waterline and its vent is located above the waterline.

(c) Fillet welds may be used in the attachment of channels and half round pipe sections to the bottom of the vessel.

(d) Short lengths of approved non-metallic flexible hose may be used at machinery connections fixed by hose clamps provided that—

(1) The clamps are of a corrosion resistant material;

(2) The clamps do not depend on spring tension for their holding power; and

(3) Two clamps are used on each end of the hose or one hose clamp is used and the pipe ends are expanded or beaded to provide a positive stop against hose slippage.

§ 169.608 Non-integral keel cooler installations

(a) Hull penetrations for non-integral keel cooler installations must be made through a cofferdam or at a sea chest.